



PLANNING DEPARTMENT
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Overview of Ongoing Traffic Mitigation Planning Process for Route 139 Corridor

- Summer 2002: Planning Board conducted series of workshops to consider effects of Planned Mixed-Use Development overlay zoning district (including grocery store), and commissioned a Route 139 corridor study to assess traffic.
- Dec. 19, 2002: Letter from Planning Board to Zoning Board of Appeals (ZBA) opposing proposals for development on Enterprise Drive –20,000 sf of office space and a 90,000 sf industrial distribution facility – because the projects would worsen traffic problems.
- ZBA denied applications, citing traffic concerns. Both decisions have been appealed.
- Spring 2003: Held multiple Department Head meetings within Town Hall to review traffic management policy. Agreed in concept on need to establish long-term mitigation plan and establish ‘fair share’ supplemental funding mechanism.
- April 4, 2003: Department heads from Selectmen, Planning, Public Works, Highway and the Safety Officer met with state officials from Mass Highway to discuss potential establishment of ‘consensus’ mitigation plan and assessment of mitigation fees.
- Conducted review of other towns’ mitigation procedures.
- June 6, 2003: Board/Staff Meeting including Selectmen, Planning, Public Works, Public Safety to discuss process of planning and implementing corridor traffic mitigation.
- June 30, 2003: DPW and Planning Boards hire traffic consultant to support preliminary staff work in pursuit of mitigation plan. Consultant met several times during summer with Town Planner and Town Engineer to review traffic data, consider mitigation strategies, and draft Scope of Work for comprehensive corridor study.
- September – October, 2003: Planning Board conducts three sessions of a public hearing to consider proposed zoning revisions, including proposal to enable contribution of funds for off-site traffic mitigation. Planning Board votes to sponsor bylaw amendment.
- October 16, 2003: Town Planner and DPW Superintendent meet with state officials from Mass Highway as well as grocery store project proponent to ensure that any mitigation required by state will be consistent with Town’s planning.
- Departments of Planning and Public Works produce draft scope of work for completion of a ‘Project Justification Report’ – a necessary step to qualify for inclusion of transportation improvements on the regional Transportation Improvement Program (TIP).
- October 27, 2003: Town Meeting approves zoning bylaw revisions to establish threshold for traffic mitigation within Special Permit review, and allocates \$100,000 to hire a

traffic engineering firm to complete the work necessary to qualify for state funding to support roadway improvements.

- December 29, 2003: MEPA endorses Final Environmental Impact Report for Roche Bros./Planned Mixed-Use Development based in part on proponents commitment “to donate money to fund additional research, evaluation and design development for improvements along the Route 139 corridor.”
- January 2004: Planning Board approves Enterprise Park Definitive Subdivision, creating thirty-three additional lots (~88 acres) for Industrial development.
- February 2004: Board of Public Works approves Scope of Work for Route 139 Planning and Design, publishes Request for Proposals in Central Register, and hosts pre-proposal informational meeting.
- April 12, 2004: Planning Board issues Planned Mixed-Use District permits for Commerce Green Definitive Subdivision (including 1.5 acre park) and Roche Bros. Supermarket conditioned in part on contribution of \$183,000 for traffic mitigation.
- April 2004: Town Meeting votes to create Route 139 Traffic Mitigation Revolving Fund.
- May 10, 2004: Town selects proposal from Vollmer Associates to complete Route 139 Corridor Functional Design Report and conceptual design alternatives.
- July 13, 2004: Marshfield representatives participate in South Shore Coalition Subregional Area Study meeting with CTPS.
- July 27, 2004: Zoning Board of Appeals settles appeals of two prior denials of Special Permit applications on Enterprise Drive based in part on contribution of \$40,000 to Route 139 Traffic Mitigation Revolving Fund.

Summary: Marshfield has diligently pursued a comprehensive traffic management strategy on Route 139 in cooperation with citizens, affected landowners, and local, regional and state officials.